



National Park Service  
U.S. Department of the Interior

FOR IMMEDIATE RELEASE  
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Yellowstone National Park

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## Yellowstone National Park News Release

On February 10, 2004, United States District Court Judge Clarence Brimmer issued an order temporarily restraining the National Park Service from enforcing the 2001 Snowcoach Rule in Yellowstone and Grand Teton National Parks and the John D. Rockefeller, Jr., Memorial Parkway. Judge Brimmer also required the National Park Service to promulgate temporary rules for the remainder of the 2003-2004 season that will be fair and equitable to all parties.

An amendment to Yellowstone's National Park's Superintendent's Orders was signed today that will allow continued managed snowmobile use in the park. A similar order has been signed by Grand Teton National Park.

For Yellowstone National Park, the following restrictions are in place:

- 780 snowmobiles will be allowed to enter the park per day. Previously, 493 snowmobiles were allowed per day. The 780 snowmobiles are allocated as follows:
  - West Entrance - 400 (previously 278)
  - South Entrance - 220 (previously 90)
  - East Entrance - 100 (previously 65)
  - North Entrance - 60 (snowmobile numbers remain the same)
- The additional 287 snowmobiles allowed by the Superintendent's Order must be Best Available Technology (BAT) snowmobiles
- All snowmobiles must be commercially guided
- Routes that were previously designated snowcoach only will remain snowcoach only
- Park operating hours will remain the same – open 7:00 a.m. to 9:00 p.m.

For Grand Teton National Park and the John D. Rockefeller Memorial Parkway, 140 snowmobiles will be allowed each day. The 140 snowmobiles are allocated as follows:

- Grassy Lake Road (Ashton-Flagg Ranch) - 50 snowmobiles per day (previously 25)
- Continental Divide Snowmobile Trail - 50 snowmobiles per day (previously 25)
- Jackson Lake for fishing access only - 40 snowmobiles per day (previously 0)
- Snowplanes are prohibited on Jackson Lake
- There is no requirement for guides or BAT in Grand Teton or the John D. Rockefeller, Jr., Memorial Parkway
- The Grand Teton Park Road (the inside park road) remains open to skiing and snowshoeing only

Yellowstone and Grand Teton National Park and the John D. Rockefeller, Jr., Memorial Parkway remain open to winter use, and we welcome and encourage park visitors to come enjoy the parks. Information on winter use in Yellowstone National Park, including the Judge's Order, can be found at [www.nps.gov/yell](http://www.nps.gov/yell). Information on winter use in Grand Teton and the John D. Rockefeller, Jr., Memorial Parkway, including the interim rule, can be found at [www.nps.gov/grte](http://www.nps.gov/grte). A list of snowmobiles meeting NPS Best Available Technology requirements is attached.

-NPS-

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**Snowmobiles Meeting Yellowstone and Grand Teton National Parks'  
Best Available Technology (BAT) Requirements**

**February 11, 2004**

<b>Snowmobile</b>	<b>Average Air Emissions (g/kW-hr)</b>		<b>Sound Emissions (dBA)</b>
	Hydrocarbons	Carbon Monoxide	
<b>Average 2-Stroke Snowmobile (Non-BAT)</b>	150	400	No greater than 78*
<b>BAT Requirements</b>	Less than 15	Less than 120	73 or less
2002 Arctic Cat 4-Stroke Touring	6.20	79.95	71.3
2002 Arctic Cat 4-Stroke Trail	6.20	79.95	72.0
2002 Polaris Frontier Touring	3.19	79.15	74.6
2003 Arctic Cat 4-Stroke Touring	7.55	95.40	70.1
2003 Arctic Cat 4-Stroke Trail	7.55	95.40	72.2
2003 Polaris Frontier Classic	5.4	111.6	74.3
2003 Polaris Frontier Touring	5.4	111.6	73.3
2004 Arctic Cat T660 Touring	5.62	92.30	71.75
2004 Bombardier Ski-Doo Elite SE, equipped with the Elite BAT Upgrade	4.65	103.16	74.8
2004 Bombardier Ski-Doo Legend Sport GT V1000, equipped with BAT Upgrade (P/N 861-205-300)	6.12	92.93	72.3
2004 Polaris Frontier Classic	5.4	111.6	73.2
2004 Polaris Frontier Touring	5.4	111.6	73.7

\* Society of Automotive Engineers testing procedures allow for a 2 dB tolerance over the sound level limit to provide for variations in test site, temperature gradients, wind velocity gradients, test equipment, and inherent differences in nominally identical vehicles. (It has been observed that under some test site conditions, variability in test results greater than 2 dB can be experienced.)

**Notes**

- Emission figures presented are Official Test Results, which constitute an average of actual engine emissions.
- The 2002 Arctic Cat Trail and Touring models use the same engine and likewise have the same emissions. This is also the case with the 2003 Trail and Touring models.
- The Polaris 2003 and 2004 machines have identical emissions and sound results because only minor calibration changes were made between the model years, which would not affect emissions or sound.
- The 2004 Bombardier Ski-Doo Elite SE and Legend Sport GT V1000 must be equipped with BAT upgrade kits in order to meet BAT noise requirements. The upgrade kits lowers sound levels by controlling the maximum throttle body opening and use different software for the snowmobile's electronic control unit.

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